

# Shipping

## HUNDREDS OF ASIATICS EN ROUTE TO HAWAII IN LINER TENYO MARU

Nearly four hundred Asiatic steerage passengers will land at Honolulu with the arrival of the Japanese liner Tenyo Maru, which vessel is believed will show up off the quarantine on about noon tomorrow.

A wireless message received at the agency of Castle & Cooke on Sunday gives detailed information concerning the large influx of Oriental passengers destined for Hawaii.

The big liner is bringing 363 Filipinos and Japanese for this port. The vessel also has a large consignment of cargo gathered at a number of Oriental ports, the freight for discharge at Honolulu amounting to 1035 tons.

The Tenyo Maru is to berth at Alakea wharf. From present prospects, the liner will not be dispatched for San Francisco much before the noon hour Wednesday.

The vessel was expected to arrive late this afternoon, but it is now presumed that the liner is meeting with some rough weather in nearing the islands.

**Liners Meet Fine Weather.**  
Fine weather is the rule with at least three liners now en route to Honolulu. A series of wireless messages received here gives the following particulars:

C.A. S. S. Makura, en route from Vancouver, arrives at 6 o'clock Wednesday morning, sails at 6 o'clock Wednesday evening, 8 p. m. Latitude 32° 58' 00", longitude 147° 14' 00" miles from Honolulu; weather fine, cloudy at intervals, calm, quiet sea.

M. N. S. S. Honolulu, en route from San Francisco, 8 p. m.: 700 miles from Honolulu; fine weather, all well.

C.A. S. S. Zealandia, en route from Australia; will arrive at noon Tuesday; sails 7 o'clock same day. Ninety passengers in first cabin and ninety-six sacks of mail.

**T. K. K. Feels Gorman Competition.**

The freight and immigrant steamer Myo Maru that sailed from Honolulu for Valparaiso and South American ports on Saturday represents one of three Toyo Kisen Kaisha steamers which for the past five years have met with the keenest of competition from a line of German steamers in the Central and South American trade.

One official in the T. K. K. stated that as far back as sixty years ago there existed a service between Japan and the west coast of South America, undertaken by Indian canoes. Forty years ago there were in Peru alone fifty thousand Chinese. In April, 1899, a Chinese syndicate started another periodical service of steamers. The Toyo Kisen Kaisha, by the way of experiment, launched one steamer in 1905, another in 1906 and another in 1907 for service on this line but its efforts ended in failure. Being convinced, however, that the future of the line was a most promising one the company entered upon a second effort from April, 1908, having succeeded in securing subsidies from the Japanese Government. Three ships were then, as now, plying between the three bases, Hongkong, Chilli, and the port of Colon. The total time required for a single voyage being 45 days. The company kept up a keen competition with the East Asiatic Co. with a firm determination to win. The limitation set at that time upon the immigration of Chinese to Peru, the company's success in depriving the Chinese shipping company of an order to transport a large quantity of rice to Peru, and the steady increase in the saltwater imported by Japan, to such an extent that it now forms Peru, these facts gradually tended to strengthen the company's hopes of success, but the time was not far off when it could expect to support itself. The next formidable rival the company had to come with was the thirty German steamers of the Kosmo line, which are carrying eighty per cent of the cargo moving between Europe and South America. The company owning those ships declared a 12 per cent dividend the year before last and is in a prosperous condition. The distance between Bremen and Callao, Peru is nearly the same as that between Yokohama and the latter port, but the opening of the Panama canal will make a great difference, so that the Toyo Kisen Kaisha is making every preparation to compete with its powerful European rival.

**Kinau Returned with Sugar.**

Sugar to the amount of 9600 sacks was received yesterday with the arrival of the Inter-Island steamer Kinau. This vessel returned from Kauai ports with a large list of cabin and steerage passengers. The Kinau brought 272 sacks rice, 1 auto, 23 sacks coconuts, and 211 sacks coconut plants.

**Winkelman Brings Lumber for Abukini.**

Lumber laden, the American barkentine Mary Winkelman, 22 days from Muketeo, has arrived at Abukini, completing a fair passage from the coast to the islands, according to the report received from Captain Christensen.

News of the arrival of the windjammer at the Kauai port reached Honolulu by the steamer W. G. Hall. The Hall was sent to Honolulu on a special trip, to assist in keeping down the large accumulation of freight intended for the Garden Island. The vessel brought no cargo, and her officers reported 12,000 sacks sugar as awaiting shipment at Hanalei.

**Sweetness from Valley Isle.**

Much sweetness comes to Honolulu from Maui. The steamer Iwalei is an arrival with one item in her cargo consisting of 630 cases of honey. The product represents one of the largest shipments of this commodity to be received here in many months. The Iwalei reached port yesterday morning after a pleasant passage. The freight included 2350 sacks sugar, 33 packages sundries and a number of empty gasoline drums.

The vessel is on the boards for departure this afternoon or tomorrow morning.

**Nihau Brought Cattle.**

From Hawaii ports with a shipment of sixty head cattle the steamer Nihau is an arrival in port. The vessel met with fine weather on the homeward trip. The Nihau has been placed on the berth to return to Hawaii at 5 o'clock this evening.

**Sailing Vessel Carried Sugar for the Coast.**

A shipment of sugar was forwarded to the coast in the American schooner Annie Johnson, which vessel sailed from Mahukona for San Francisco yesterday, according to the receipt of a wireless message. The Annie Johnson arrived at the Hawaii port with a consignment of lumber.

**Hall Sails for Kauai This Evening.**

Taking passengers, general cargo and a late mail the Inter-Island steamer W. G. Hall is to be dispatched for Kauai ports this evening, sailing at 5 o'clock.

**Canal Completed Next July.**

PORTLAND, Ore., Aug. 29.—That the Panama canal practically will be completed by July 1, 1913, or in less than a year from now, is the opinion of F. C. Schubert, assistant United States engineer, who has just returned from the big ditch. He made a close inspection of the great waterway, which he reports is being pushed to completion with remarkable rapidity. Engineer Schubert was gone from Portland six weeks and eleven days of that time he spent at the canal. He says that 95 per cent of the Gatun locks has been completed, and the lock gates were being erected when he left. The locks of Pedro Miguel are about finished. As is the case with all others who go down that way, the gigantic magnitude of the undertaking is what appealed to him most. On a small scale, the same ideas are being carried out in the construction of the Dailies-Cello canal, a project with which Engineer Schubert is identified. He returned on a Pacific Mail liner as far as San Francisco, where he took the Beaver for Portland.

**Grain Charters Bring High Figure.**

PORTLAND, Ore., Aug. 29.—At the highest rates paid this season, and in fact for a number of years, Kerr, Gifford & Co. have chartered the British steamship Willenden, and Balfour Guthrie & Co. the Danish steamship Arabian to load wheat at Portland for the United Kingdom. The Willenden was taken at a rate of 48s 9d and the Arabian at 47s 6d, according to advice received here this morning. Because of the difficulty of securing adequate tonnage it is predicted that it will not be a great while until the quotations reach the 50-shilling mark. Practically all of the available sailing vessels have been chartered and disengaged steam tonnage is reported as not being any too plentiful.

**Chinese Form New Company.**

The native Press of Shanghai states that the terms in connection with the sale of the fleet of the China Merchants S. N. Co. to a new company have been settled on the basis that the new company is to pay \$8,000,000 to the old shareholders, including \$800,000 to be distributed as follows:—\$400,000 to the company's old staff as bonuses, \$200,000 as indemnity to cover the losses at Hankow incurred last year, and \$200,000 as a reserve to cover any losses or costs, or any, resulting from the redemption of those shares mortgaged for loans. As to the company's creditors for the sum of several million taels, it will be the duty of the new company to admit its liability to pay them in due course. Solicitors will be engaged to draft an agreement, in which a clause, forbidding the inclusion of foreign money in the capital of the new company, shall be inserted; any contravention of this clause will render the agreement null and void. Shareholders in Canton, Hongkong and Chefoo, however, have all protested against the sale being carried out, in vigorous terms.

**The new Emperor of Japan has decided that his eldest son, Prince Michi, as heir to the throne, shall have a European education.**

**Photo-Engraving of highest grade can be secured from the Star-Bulletin Photo-Engraving Plant.**

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**(JAS. H. LOVE)**

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**The body was cremated.**

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